

MEMORANDUM

To: NFRMPO Technical Advisory Committee (TAC)

From: Jerome Rouser

Date: February 15, 2023

Re: Regional Performance Measures

Background

Starting with the 2040 RTP, the NFRMPO has adopted goals, objectives, performance measures and targets (GOPMT) to guide investments in the regional transportation system. GOPMT are intended to guide investments in the transportation system to meet national and regional goals. NFRMPO staff worked with TAC members in 2018 to update objectives and to draft new regional performance measures for the 2045 RTP. The Regional Performance Measures are designed to reflect regional priorities that are not covered by the Federal Performance Measures. These Performance Measures are not required by Federal Law and will be adopted in addition to the Federal Performance Measures.

The recommended Regional Performance Measures were developed based on the 2045 RTP Regional Performance Measures and feedback from local partners and stakeholders.

The recommended Regional Performance Measures Targets are:

- Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary: **At Least 75%**
- Fixed-route Revenue Hours per Capita within Service Areas: **Increase by 10%**
- Non-Motorized Facility Miles: **Increase by 95% or 6,500 miles**
- Percent of Non-Single Occupant Vehicle Commuter Trips : **At least 25%**
- Daily VMT per Capita: **Daily VMT per Capita \leq 24**
- Projects Requiring more than One Extension: **>22%**
- Travel Time Index on RSCs: **90% of RSCs have a TTI \leq 1.5**
- Percent of devices connected by Fiber on RSCs: **At least 75%**

Action

Staff requests TAC review and discuss the proposed 2050 RTP Regional Performance Measures Targets.



Regional Performance Measures

Technical Advisory Committee

North Front Range
Metropolitan
Planning
Organization

February 15, 2023

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Background

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- The NFRMPO has adopted Goals, Objectives, Performance Measures, and Targets (GOPMT) since the adoption of the *2040 RTP* in 2014
- The NFRMPO adopted the *2045 RTP* Regional Performance Measures in 2018
- The Regional Performance Measures (RPM) are designed to reflect regional priorities not covered by the Federal Performance Measures
- These measures are not required by Federal law

Regional Performance
Measures

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Proposed Regional Performance Measures



- **Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary**
- **Fixed-route Revenue Hours per Capita within Service Areas**
- **Non-motorized Facility Miles**
- **Percent of Non-Single Occupant Vehicle Commuter Trips**
- **Daily VMT per Capita**
- **Projects Requiring more than One Extension**
- **Travel Time Index on RSCs**
- **Percent of Devices Connected by Fiber on RSCs**

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Measures

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Population within Paratransit and Demand Response Service Area within the NFRMPO Boundary



- **2050 RTP Baseline: 63%**
- **2045 RTP Target : At Least 75%**
- **2050 RTP Recommended Target: At least 75%**

Staff recommends removing “Publicly Operated” from this measure

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Measures

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Fixed-route Revenue Hours per Capita within Service Areas



- **2050 RTP Baseline: .65**
- **2045 RTP Target: Increase by 10%**
- **2050 RTP Recommended Target: Increase by 10%**

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Regional Performance Measures

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Non-Motorized Facility Miles




- **2050 RTP Baseline: 3,352 miles**
- **2045 RTP Target: Increase by 50%**
- **2050 RTP Recommended Target: Increase by 95% or 6,500**

Does TAC have a preference between using the percentage as the target or a raw number?

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Percent of Non-SOV Commuter Trips


- 2050 RTP Baseline: 23%
- 2045 RTP Target: At Least 25%
- 2050 RTP Recommended Target: At Least 25%

The percentage prior to 2020 remained ~23%, but increased in both 2020 and 2021 to ~24.5%

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Regional Performance Measures

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Daily VMT Per Capita

- 2050 RTP Baseline: ≤ 24
- 2045 RTP Target: 24
- 2050 RTP Recommended Target: ≤ 24

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Regional Performance Measures

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Projects Requiring more than One Extension



- **2050 RTP Baseline: 11%**
- **2045 RTP Target: N/A**
- **2050 RTP Recommended Target: $\leq 22\%$**

The Baseline year for this measure is 2019

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Regional Performance
Measures

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Travel Time Index on RSCs




- **2050 RTP Baseline: 90% of RSCs have a TTI ≤ 1.5**
- **2045 RTP Target: 90% of RSCs have a TTI ≤ 1.5**
- **2050 RTP Recommended Target: 90%**

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Percent of Devices Connected by Fiber on RSCs



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- **2050 RTP Baseline: 75%**
- **2045 RTP Target: N/A**
- **2050 RTP Recommended Target: $\geq 75\%$**

The baseline year for this measure is 2023; however, the baseline may change as we receive more data.

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Questions?



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Northern Colorado Bike & Ped Collaborative

Executive Summary – Wednesday, February 8, 2022

GoToMeeting Hybrid Meeting

Open Space Sales Tax Discussion

Willis provided an overview of the process that led to the voter's approval of Windsor's Open Space Sales Tax. The process began with the adoption of the Open Space Strategic Plan which outlined the town's vision for Open Spaces. The Windsor Town Board recommended using a survey to check public interest before agreeing to put the proposed sales tax on the ballot for the November 2022 election. Willis noted that community advocates were essential in gathering support for the tax. Willis recommended that communities who want to adopt something similar to the Open Space Sales Tax should utilize both community advocates and have good planning documents. He also noted the importance of a consistent education campaign to ensure the public knows what the tax would do and how it will affect their lives.

Active Transportation and the NFRMPO's Regional Travel Demand Model

Bornhoft outlined how active transportation fits in the NFRMPO's Regional Travel Demand Model (RTDM). Bornhoft noted how the current RTDM generates bicycle and pedestrian trips and stated that Bicycle Level of Traffic Stress will be included in the new RTDM that will be used for the 2050 Regional Transportation Plan (RTP). Bornhoft provided an overview of the current Regional Active Transportation Corridor (RATC) funding and the assumptions made during that process. Bornhoft asked the group if \$1 million per mile is a good estimate when determining how much it will cost to construct a trail. NoCo members noted that \$1.2-1.4 million per mile is a better estimate and that trail size has a major impact on price.

2023 Schedule of Proposed Events

Gordon asked the group if they have any ideas for future NoCo Bike & Ped events. Suggestions include inviting Bicycle Colorado to a NoCo meeting to discuss their role and future inclusion in NoCo events. Other suggestions include an event to celebrate the completion of the Great Western Trail between Windsor and Eaton, Walk Audits in Greeley, and Safe Routes to School events. Nichols recommended the group observe a Safe Routes to School event at a school to help provide context and understanding of what activities can be done with a Safe Routes program. Dixon noted there is a CDOT grant that could be used for Safe Routes to School. Another suggested event is the celebration of the Poudre River Trail once it is complete. Weibe provided an update on Poudre Trail construction and noted that there is grant money available that can be used for a celebration event. Gordon asked if there are any updates on the Poudre Trail wayfinding project, and there are no updates, but the group could do a walk audit of the Poudre Trail in Timnath to help discover where wayfinding signs are needed.

Roundtable

Rouser requested that NoCo members think about people who should be invited to the Safe Routes to School subcommittee once that group begins to meet.

**Executive Summary of the
North Front Range Metropolitan Planning Organization
Community Advisory Committee**

February 9, 2023

Attendees: York, Brad Ragazzo, Gary Strome

Staff: Alex Gordon, AnnaRose Cunningham, Medora Bornhoft

Congestion Management Process

Bornhoft introduced the Congestion Management Process, which ties together data analysis and strategies to address congestion in the region. The CMP is flexible but must contain methods to monitor and evaluate performance; define objectives and measures; monitor and collect data; evaluate anticipated performance and expected benefits; implementation schedule, responsibilities, and funding sources; and an assessment process to see how the strategies work. Federal regulations define types of CMP strategies, which the NFRMPO has categorized into six tiers, with increased system capacity being the last strategy. Bornhoft explained some of the performance measures, including Travel Time Index (TTI), Travel Time Reliability (TTR), and Truck Travel Time Reliability (TTTR).

York asked if the crash performance measure was all crashes or categorized by severity. Bornhoft stated the CMP looks at all crashes while the RTP looks at serious injury and/or fatality. York asked if the CMP would relate to vision zero efforts. Bornhoft and Cunningham explained the Safety Vision: Toward Zero Death policy. Ragazzo asked if there are plans in place to address choke points, specifically the area around I-25 and Harmony Road. He suggested looking at key intersections and identify potential improvements. York suggested tying together the presentation slides with parts of the CMP to make it easier to digest.

Data in Transportation Planning

Gordon and Cunningham explained some sources of data the NFRMPO uses, including Streetlight, National Performance Management Research Data Set (NPMRDS), household travel surveys, and outreach. Ragazzo suggested comparing INRIX/NPMRDS data to where and when crashes are happening.

2050 RTP: Corridor Visioning

Cunningham walked through the Corridor Visioning exercise that NFRMPO staff have been working on. A new generic survey allows people to provide feedback without having to go through the entire exercise. Cunningham noted NFRMPO staff will be going throughout the region to promote the Corridor Visioning exercise, including by tabling events and through social media.

Cunningham reviewed upcoming meeting topics, including a possible event at Library Trivia in Windsor on March 9 in lieu of the normal CAC meeting.

The meeting adjourned at 7:05 p.m.